

IN THE CLAIMS

Please amend the claims as follows:

1. (Currently Amended) Method for controlling the engine of a motor vehicle having a manual transmission, ~~characterized in that~~ wherein when at least one approval criterion for the engine torque ( $M$ ) which is dependent on the driving state of the vehicle a default engine torque ( $M_v$ ) which can be reduced relative to the setpoint ( $M_s$ ) required by the position of the accelerator of the vehicle is stipulated and in that the default engine torque ( $M_v$ ) is determined as a function of at least one engine characteristic ( $n$ ,  $Q$ ).

2. (Original) The method as claimed in claim 1, wherein the approval criterion is the driving speed ( $v$ ) of the vehicle, and wherein the default engine torque ( $M_v$ ) is stipulated depending on at least one engine characteristic ( $n$ ,  $Q$ ) when a speed threshold ( $v_s$ ) for the driving speed ( $v$ ) of the vehicle is not reached.

3. (Original) The method as claimed in claim 2, wherein the default engine torque ( $M_v$ ) is stipulated only after recognition of a start-up process of the vehicle depending on at least one engine characteristic ( $n$ ,  $Q$ ).

4. (Currently Amended) The method as claimed in claim 2 ~~[[or 3]]~~, wherein an additional approval criterion is a specific delay time ( $\tau$ ) after recognizing the process of the vehicle's starting up, and wherein the default engine torque ( $M_v$ ) after a delay time ( $\tau$ ) elapses is stipulated depending on at least one engine characteristic ( $n$ ,  $Q$ ).

5. (Currently Amended) The method as claimed in claim 1 ~~one of claims 1 to 4~~, wherein at least the engine speed ( $n$ ) and the quotient ( $Q$ ) of the engine speed ( $n$ ) and the driving speed ( $v$ ) of the vehicle are used as engine characteristics for determining the default engine torque ( $M_v$ ).

6. (Original) The method as claimed in claim 5, wherein the default engine torque ( $M_v$ ) which causes speed limitation of the engine speed ( $n$ ), is reduced relative to the setpoint engine torque

( $M_s$ ) when the engine speed ( $n$ ) exceeds a speed threshold ( $n_s$ ) and the quotient ( $Q$ ) of the engine speed ( $n$ ) and driving speed ( $v$ ) of the vehicle is within a specific value range.

7. (Original) The method as claimed in claim 6, wherein a value of 4600 rpm is stipulated as the speed threshold ( $n_s$ ) for the engine speed ( $n$ ).

8. (Currently Amended) The method as claimed in claim 1 ~~one of claims 1 to 7~~, wherein the default engine torque ( $M_v$ ) is determined by applying a torque factor ( $M_F$ ) to the setpoint engine torque ( $M_s$ ).

9. (Currently Amended) The method as claimed in claim 8, wherein the torque factor ( $M_F$ ) is determined from ~~[[the]]~~ a characteristic map ~~[[1]]~~.

10. (Currently Amended) The method as claimed in claim 1 ~~one of claims 1 to 9~~, wherein when the default engine torque ( $M_v$ ) deviates from the setpoint engine torque ( $M_s$ ) an action on at least one of the throttle valve, ~~[[and/or]]~~ the ignition and ~~[[and/or]]~~ the fuel injection of the vehicle is initiated.

11. (Currently Amended) The method as claimed in claim 2 ~~one of claims 2 to 10~~, wherein a value in the range from 25 km/h to 40 km/h is stipulated as the speed threshold ( $v_s$ ) for the driving speed ( $v$ ) of the vehicle.

12. (Original) The method as claimed in claim 11, wherein a value of 35 km/h is stipulated as the speed threshold ( $v_s$ ) for the driving speed ( $v$ ) of the vehicle.

13. (Currently Amended) The method as claimed in claim 1 ~~one of claims 1 to 12~~, wherein the default engine torque ( $M_v$ ) in idling of the vehicle is stipulated for acoustically influencing the engine noise.

14. (Currently Amended) The method as claimed in claim 1 ~~one of claims 1 to 12~~, wherein the default engine torque ( $M_v$ ) in the process of the vehicle's starting up is stipulated for avoiding damage to the clutch of the vehicle.